

Moutries
advertise the
Victrola
after a busy day.

The China Mail

ESTABLISHED 1845

THE DOLLAR
 DIRECTORY CO.
 5 Wyndham St.
 PUBLISHERS
 OF:
 HONGKONG
 DOLLAR
 DIRECTORY
 TELEPHONE HANDBOOK
 TEL. No. 22.

August 4, 1922, Temperature 82.

Barometer 29.61

Rainfall 1.43 inch.

Humidity 83.

August 7, 1922, Temperature 80.

No. 18,638.

一拜禮 號七月八年二十二百九十一英

HONGKONG, MONDAY, AUGUST 7, 1922.

日五十月六戊王次歲年一十國民華中

PRICE, \$8.00 Per Month.

BUSINESS NOTICES



After a busy day— The Victrola!

The Victrola offers you the ideal relaxation—the soothing, restful influence of the world's best music. Great Victor artists sing for you the very songs you love to hear; the magic of their genius helps you to forget the cares and worries of the day.

Why not come in today and let us prove just how easily the Victrola can help you?

S. MOUTRIE & CO., LTD.
Exclusive Distributors.



HAWTHORNE & PEARSON

LADIES' & GENTLEMEN'S TAILORS.

Beg to notify the public that they have removed to Queen's Buildings,
2, Ice House Street (Ground Floor)

Opposite: Cafe' Wiseman.

ROYAL SILK STORE.

Just Received New Consignment of Benares Real Gold and Silver BROCADE for Trimming Dresses, Shoes and Scarfs.
We are the Only Dealers for the above Articles & Invite Your Inspection.
D. CHELLARAM, 36A, Queen's Road Central.

ECONOMY IN COAL.
Fuchun Lump Coal stands for economy in fuel value. All lump coals have a large percentage of dust which are PRACTICALLY WASTE. The dust in FUCHUN Lump turns into lumps as soon as they are cut into blocks. Fuchun lump coal burns gradually and is therefore a desired ECONOMY.

HING SP & CO.
Coal Merchants & Contractors, 37, Queen's Road Central, Tel. 638.
Sub Agents: 1. Fuchun Coal.
We stock in our godowns 17 grades of other Fuchun Coal.

We are manufacturers of
Felt Hats, Straw Hats,
Linon Hats, Torco, etc.
NAM YUET HAT FACTORY,
29-30, Shaukiwan Road.

Manufactured in
HONG KONG
by the

MEE WAH KNITTING & DYEING CO.
General Knitter & Dyer.
Manufacturers of Woolen Singlets, Jerseys, Sweaters &
all kinds of Underwear.
No. 6-18, Causeway Bay.
Manager: YEUNG POKWAN.

DONNELLY & WHYTE.
WINE MERCHANTS.
Tel. 638.

Tel. 638.

THE INTERNATIONAL SHIRT CO.
Head Office: 79 Wyndham Street, 2nd Floor.
(Opposite Central Police Station.) Tel. 4166.

Dealers in all kinds of High-class Silk Shirts,
Collars, Neckties and Pyjamas for Gentlemen
AND ALSO
Chemises, Skirts, Wrappers, Scarfs, Vests, and Night-gowns for Ladies
ALSO MADE TO ORDER
MODERATE PRICE PROMPT DELIVERY
Manager: EMMILIO LAU.

TO-DAY'S CABLES.

(Reuter's Services to the China Mail)

LONDON REPARATIONS CONFERENCE.

WHAT WILL FRANCE DO?

FLIGHT OF AUSTRIA.

LONDON, August 6.

The opening of the allied reparations conference in London to-morrow is awaited with keen interest, as it is now generally recognised that a trade revival largely depends on the solution of the problems of reparations and international indebtedness. Interest centres in the attitude of France. M. Poincaré has been credited with a plan for settlement whereby France will agree to a reduction of Germany's obligations to £2,500,000 in return for cancellation of France's debt to Britain and Britain's renouncing any share in the indemnity. It is now reported, however, that as a result of the Balfour note the plan in regard to inter-allied debts has been eliminated from M. Poincaré's programme. It is anticipated that M. Poincaré will submit a more moderate proposal to the conference and it is suggested that France might follow the bold and generous lead of Britain in offering to accept £850,000,000 in settlement of debts amounting to £3,400,000.

LONDON, August 6.

The result of the London reparations conference is anxiously awaited in Austria. Reuter's Vienna correspondent says that the conference appears to be Austria's last hope. It is feared that any further delay in granting the promised assistance to Austria is likely to be very disastrous owing to the increase of the banknote circulation to 765 milliard crowns. The cost of living in Vienna nearly doubled last month and many necessities are out of the reach of the bulk of the people. Meanwhile, messages from Sofia report that Bulgaria, following Germany's example, is demanding a three years' moratorium and a reduction of Bulgaria's debt. The inter-allied commission has referred the matter to the Entente.

Italy's attitude to the conference is likely to be influenced by her own internal situation in regard to which Rome reports say that the Premier Facta stated that the government had decided to take very vigorous measures to restore order because the troubles were paralysing the life of the State and creating an impossible situation.

DELEGATES ARRIVE.

LONDON, August 6.

The French, Italian and Belgian delegations headed by M. Poincaré, Signor Schuster and M. Theunis respectively, numbering forty persons, arrived this evening. All preferred to await the conference before making statements.

GORDON BENNETT BALLOON RACE.

GENEVA, August 7.

Over fifty thousand spectators this afternoon watched the start of the Gordon Bennett balloon race. There were nineteen competitors—three each from Belgium, the United States, Switzerland, Italy and France and two each from Britain and Spain. The wind was blowing in the direction of Austria and Bulgaria.

ANOTHER PIRACY.

CHINESE STEAMER "SUI YIK" HELD UP.

A piracy on the coast between Hongkong and Swatow, was reported by the steamer "Suiyik," on her arrival in port late last night.

According to the master of the vessel, the "Suiyik" left here for Shantou early on the morning of July 31 with 180 passengers and a large quantity of cargo. Prior to the ship's departure all the passengers were searched by the police for arms, but no weapons were found.

As the vessel was leaving the port, she took in tow at Shaukiwan, a large junk carrying material for the Chinese Government Ammunition Factory at Shantou. The ship arrived at the Customs Station in Sampan without incident and continued her journey to Shantou at 1.30 p.m.

After the "Suiyik" had been 1½ hours from Shantou, revolver-shots suddenly rang out among the passengers, and simultaneously an armed man rushed into the wheel-house and held up the master. Three other men then entered the wheel house. They all spoke Hakka, and ordered the man

to steer to Tantau. From here they went to Samkok, where the pirates, having looted the vessel during the voyage, went ashore in three junks which came alongside the vessel.

The pirates cleaned out the comrade's department and took possession of all the passengers' valuables and money which they took with them to the junks.

There were altogether about 20 pirates among the passengers and they were all armed with revolvers.

The ship's guards, six in number, offered resistance, but they were overpowered by the pirates and one was wounded. One of the passengers who resisted the looters was also shot.

The pirates are thought to have joined the ship as passengers in Hongkong and concealed their arms on board, as no passengers were taken on board at any other places of call.

Pirates taking \$3,600 in cash from the comrade's department, and

large quantities of jewellery, clothing and money from the passengers, the value of which is not ascertainable here, owing to all the victims having gone ashore at Shantou, the pirates took two rifles and two revolvers from the guards, and a large quantity of ammunition from the ship's armoury. Her cargo of rice, salt fish and machinery was not touched.

THE WRONG NUMBER.

STREET BOOKMAKER'S PHONE TO POLICE.

An amusing story of a betting-slip collector's temporary disappearance from his usual haunts comes from a South London police station.

Recently a police inspector picked up the telephone receiver and was ordered in strange voice, "Take these bets." "Righto," was the ready answer.

An occasional "Yes" assured the man that his request was being complied with, and when he said finally, "That's the lot," he was asked, "What shall I do now?"

"Enter them up, of course. I am Billy Smart, the tout," came the reply.

The receiver of the message wore a broad grin as he replied, "Well Billy, you're not so smart as you may think you are. I'm Inspector Blank; I know where you're speaking from, and I've sent a man."

The sharp click in the inspector's ear gave warning that Billy had left the call unanswered.

BUSINESS NOTICES

SPECIAL OFFER OF WATERPROOFS

\$85.00	BURBERRYS	for \$57.50
\$27.50	HYDROMACS	for \$21.00
\$25.00	MATTAMACS	for \$15.00

DON'T MISS THESE IDEAL BARGAINS AT
MACKINTOSH

& CO., LTD.
Men's Wear Specialists.

Alexandra Building, Des Vosux Road.

COOKROACHES are a constant danger to you—they spread dangerous diseases by contaminating your food. Rid your home of them.

BEETLE VIRUS will do it.

It is efficient and simple to use—try a tin.

Price 70 cent.

SOLD BY
THE PHARMACY
22 Queen's Road Central, Hongkong.

HAVE YOU RECEIVED

OUR SPECIAL TICKET?

IF NOT CALL AND ASK FOR ONE

AT

THE GROCERY DEPARTMENT

(PHONE: 2898.)

THE WING ON CO., LTD.

(PHONES: 196 and 198)

THE YUEN WO STORE.

Harbour Repairers.

Engineering & Building Contractors, General Repairers & Shipchandlers
Office No. 88, Tung Man Street, Phone 2560,
Workshop, Canton Road, Kowloon, Phone K. 731,
Prop. T. I. LEUNG. Manager: K. C. LEUNG.

GINS & LIQUEURS FROM ERVEN LUCAS BOLS.

CALDBECK, MAUGREGOR & CO., LTD.,
15, Queen's Road Central. Tel. 75.

SEE KOWLOON THE SUBURB OF BEAUTIFUL
SCENERIES IN A MOTOR CAR.
THE EAGLE GARAGE
27, Canton Road.
Branch Garage 140, Temple Street, Yau Ma Tei.
Motor cars for sale and repair. Accessories, tyres and spare parts supplied.
HONG YICK OHEE—Manager.

TABAQUERIA FILIPINA SALES

(Once in FOUR YEARS)

SMOKERS' REQUISITES 15%
CIGARS, CIGARETTES & TOBACCO . . . 10%
B. A. T. S. GOODS — PRICES MODERATE.

(On the bases of Price-lists of July 1922.)

THREE WEEKS ONLY

(From 1st August to 21st August.)

STRICTLY CASH.

TABAQUERIA FILIPINA,
38, Queen's Road Central.



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS

The Undersigned have received instructions to sell by Public Auction
(For Account of the Concerned),

on **WEDNESDAY**,
August 9, 1922, commencing at
2/45 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,

TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND TEAK-
WOOD TWIN BEDSTEADS,
CARPETS,
etc., &c., &c.
Comprising:—

Dining Suite, Chesterfield Sofas,
Arm-chairs (new), Card and Occasional
Tables, Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables and Chairs, Washstands, &c.
(named Teakwood), Sideboards, Dining
Wagons, Dinner Services, Crockery &
Glass Ware, Cooking Stoves, Cutlery,
&c., Electro-plated Ware, Val. S.,
Lambert Table Plate & Glass Ware,
Also

Electric Reading Lamps, Screens,
Sunny Blackwood Furniture, Chairs,
Cabinets, Pictures,

1 Baby Grand Piano, American, Ice
Chest, 2 Express Rilles.

(Full Particulars from Catalogue).
Terms: Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 2, 1922.

(For Account of the Concerned),

on **FRIDAY**,
August 11, 1922, at 11 a.m.,
at Nos. 17 and 21, Pakhor Street,
Shamshui Po,

About 1,200 BAGS RED RICE,
ex S.S. "Chekiang" from Toulou
and Quinhon,

arrived 2nd June, 1922.

Terms: Cash on delivery.
HUGHES & HOUGH,
Auctioneers.

Hongkong, August 4, 1922.

**MARTIN'S
APIOL & STEEL
PILLS**
A Patent Remedy for all Irritable
Taste of Lungs always keep a box of
Martin's Pills in your pocket. It is
a remedy that can be relied upon.
It is a safe and reliable remedy.
All Classes and Stores and Druggists
have it. Martin's, 20, Martin's
Court, Central, London, Eng.

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Court, Central, London, Eng.

MRS. HAY INOKUCHI.
Telephone K 751.
No. 21, Ashley Road, Kowloon,
Back of Star Theatre.
CERTIFIED EXPERT MASSAGE,
HAND AND ELECTRIC.
Also at patient's residence by arrangement.

Beautiful Things Make the Living
Beautiful.
Our S/S Kimono combine Art and
Beauty never seen before in Hong-
kong. Remember S/S is for Sunn-
wear. When down town call at
19, Wyndham Street, and
inspect our KIMONOS.

WING FAT CHUNG
SPARROW CARDS (TRADE)
FOR SALE. CARDS MADE OF
IVORY AND FISH BONE.
No. 878, Queen's Road Central,
HONG KONG.
No. 33, Man Han Street East.

NAM SAN & CO.
238 Des Voeux Road West
Photo Engraving and Designing
LITHOGRAPHERS
Tel. 1333.

GEORGE WINSTANLEY BARTON
TON, of Douglas Lapraik &
Co.—General Managers of Douglas
Steamship Company, Ltd. of Hong-
kong, hereby give notice that in
consequence of a wish to have the
below-mentioned Steamer carry a
similar name to other Steamers of
the Douglas Steamship Company, Ltd.
I have applied to the Board of
Trade, under Section 47 of the
Merchant Shipping Act, 1894, in
respect of the ship "TUNGUS" of
Tonsberg, Official No. 74812, of
Gross tonnage 1825.30 tons, Register
tonnage 1052 tons, heretofore owned
by Wilhelmsen's Dampskibsselskabse-
lokap for permission to change her
name to "HAIFOOONG" and to have
her registered in the new name at
the port of Hongkong as owned by
the Douglas Steamship Company, Ltd.

Any objections to the proposed
change of name must be sent to the
Registrar of Shipping at Hongkong
within Seven (7) days from the
appearance of this advertisement.

Dated at Hongkong this 5th day
of August, 1922.

GEORGE WINSTANLEY BARTON
DOUGLAS LAPRAIK & CO.
General Managers.

TAIYO & CO.
JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 18, Wm. Graham St.

Sample of Electric Bowls in our stock.
Any shades: Size 12" and 18".
Pink, Yellow, Blue—Colour of flower
on do.

UNIVERSAL ELECTRIC & MAGNETIC CO.
Show Room: 31 Willis, London S. Telephone: 1111.

INTIMATIONS.

**HONGKONG TRAMWAY COMPANY,
LIMITED.**
(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that
an INTERIM DIVIDEND of
ONE SHILLING per Share on account of
the year 1922 has been declared.

The DIVIDEND will be payable on
and after WEDNESDAY, the 23rd day of
August, 1922, to Shareholders on the
Register on TUESDAY, the 8th day of
August, 1922, and will be paid to
Shareholders on the Colonial (Hong-
kong) Register at the exchange rate of
2s. 7d. per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, July 21, 1922.

HONGKONG HOTEL CO., LTD.
NOTICE.

ISSUE of 17TH FEBRUARY, 1922, OF
109,650 ADDITIONAL SHARES OF THE
NOMINAL VALUE OF \$10 AT A
PREMIUM OF \$5 EACH
(\$3 PER SHARE PAID UP.)

SHAREHOLDERS are reminded
that a SECOND INSTALMENT
on the above of \$5 per share (\$3
plus \$2 premium per share) falls due
on TUESDAY, the 15th August, 1922.
Remittances should be made to the
Company's Bankers, the Hongkong
& Shanghai Banking Corporation,
in Hongkong, on or before that date.

THE REGISTER OF SHARES of
the Company will be CLOSED from
WEDNESDAY, the 2ND to TUES-
DAY, the 15th AUGUST, 1922, (both days inclusive), during which
period no transfer of shares can be
registered.

By Order of the Board of Directors,
A. V. WARD,
Acting Secretary.
Hongkong, July 27, 1922.

(For Account of the Concerned),
on **FRIDAY**,
August 11, 1922, at 11 a.m.,
at Nos. 17 and 21, Pakhor Street,
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BOOTS AND SHOES
MADE TO ORDER.
No. 18, Wm. Graham St.

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Any shades: Size 12" and 18".
Pink, Yellow, Blue—Colour of flower
on do.

UNIVERSAL ELECTRIC & MAGNETIC CO.
Show Room: 31 Willis, London S. Telephone: 1111.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.

Each additional word 4 Cents for 3 insertions.

WANTED.

FRENCH LADY TEACHER seeks
room or full board in family,
French conversation at meals or
lessons if desired. Apply Box 1384
c/o "China Mail."

TO LET.

A STOR HOUSE.—A few more
rooms to let. Apply at
premises.

TO LET.—Offices Top Floor Prince's
Buildings, Apply Harry Wicking
& Co.

FOR SALE.

FOR SALE.—2 Seater Buick Motor
Car. Six Cylinder 38 H.P. Can
be seen by appointment. No reasonable
offer refused. Reason for sale Owner
left Colony. Apply Box No. 1378,
c/o "China Mail."

TO LET.

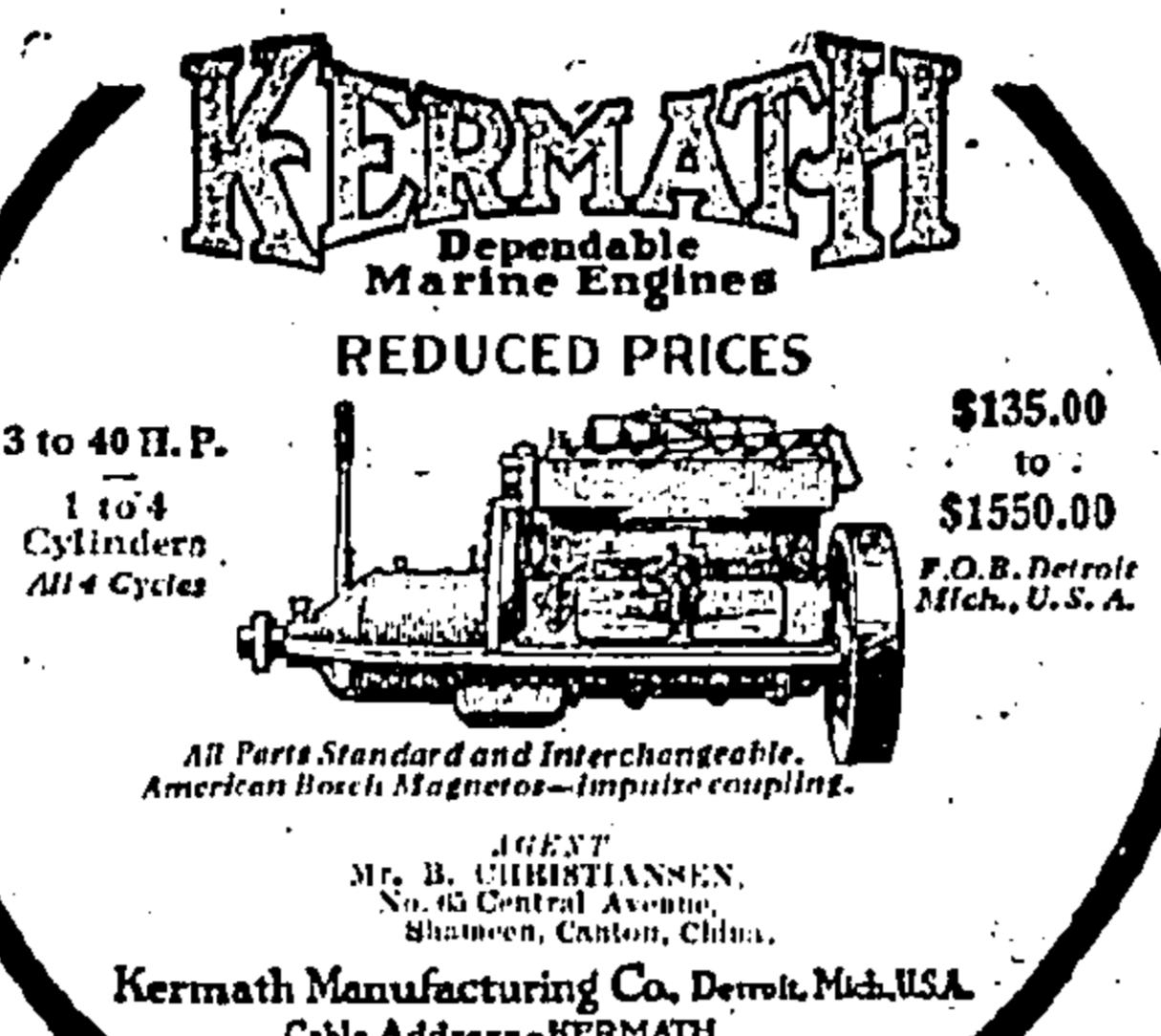
A STOR HOUSE.—A few more
rooms to let. Apply at
premises.

TO LET.—Offices Top Floor Prince's
Buildings, Apply Harry Wicking
& Co.

FRENCH LESSONS

G. MOUSSION

15, Morrison Hill Road.



NIAGARA FALLS CANDY

Operated by the On Lok Yuen Co., Ltd.

20-31, Des Voeux Road Central.

IT'S A BRICK!

YES A BRICK ICE CREAM.

PACKED TO YOUR HOME WITHOUT MELTING
ON THE WAY.

FOR SUMMER PARTIES, PICNICS AND OUTINGS
THERE IS NO BETTER OR MORE CONVENIENT
REFRESHER THAN THE **BRICK ICE CREAM**.

Order through telephone—Our number is 1022
and we will send you a Brick Ice-Cream.

CHILDREN'S DREAMS.

THEIR INTEREST AND VALUE.

Nothing delights a child more than
to give an account of his last dream.
In collecting evidence with regard to
the dreams of children I had, there
for (writes Dr. C. W. Kimmins in
Pearson's) no difficulty in securing as
many records, oral or written, for each
age as were required to make my
conclusions trustworthy both as to
variations of the type of dream as the
years advance, and as to the great
difference which exists between the
dream of the normal boy and that of
the girl of the same age.

The fairy story has an extraordinary
appeal for the very child, because
he has the power, denied to adults,
of ranging far beyond the limits of ordinary
social conventions and of living in a little fairyland world of his
own. In this the dream has a very
important place, and fits in well with
his normal daily experiences. He
endows the doll, golliwog, and the
teddy-bear with life, and they are
often far more real to him than ordinary
mortals.

A small child, after long residence
in hospital, was asked why on one
occasion he kept her favourite doll
face downwards in her bed. She
explained quite seriously that she
feared that the doll might develop bed sores, from which she
herself was suffering. The dream,
with its grotesque combinations and
the extension of the boundaries of
daily experiences, confirms the young
child's belief in what appears to the
adult as childish nonsense.

FEAR-DREAMS.

After a Royal visit to Peckham, a
girl of five dreamt "the King and
Queen were under my bed eating bread
and butter, and a lot of ladies with
my brother and me, and then I woke
up and cried and said: 'It isn't
true.'" At seven years of age more
detail is given in the dream, as, for
example: "I dreamt there were
burglars in the room, and they lit the fire and sat in a
chair and got green curtains by the
door. There were flowers in the
next door garden; the burglar took
them, and they gave me two stamps
and a sheet of paper."

At eight years of age children have
a great power of vivid description, as
may be shown by the following dream
of a boy of eight:

"The anxiety dream—frequently
points the way to the removal of some
secret trouble of the child. The
surprised dream, if of painful nature,
should receive very careful attention
—e.g., the child who continually
dreams of food is, all probability,
underfed.

WHAT MALARIA MEANS.

In a paper read before the Royal
Colonial Institute dealing with Papua
and the Western Pacific, Miss Beatrice

Grimshaw had some pertinent remarks

to make about malaria. She said:

How is it that the hundreds of
people who wish to live in the
"South Sea Islands" never contemplate
Papua, with its marvellous

scenery and rich resources, as
a possible home? Fever is the
principal bar. With Fiji and the
Pacific, as important as Wallace's
Line in Malaysia, the line that runs
about the 16th parallel of latitude,
and you come upon the lands where
malaria fever is a part of daily life.

Fever in

Burnett's celebrated London Dry Gin

unique in character and flavour.

Gives that distinctive excellence to a
Cocktail.

Blends excellently with Watson's Stone
Ginger Beer.

Sole Agents:

A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS,

Phone 616.

Wm. Powell Ltd.
TELEPHONE 846

ON
TUESDAY

ALL

SALE SHOES
HALF PRICE

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, MONDAY, AUGUST 7, 1922

REGISTRATION OF PERSONS.

This subject is so profoundly important, and is bound to create so much interest and concern throughout the British empire, embracing Hongkong's already somewhat sinister reputation for re-actuary legislation, that we cannot afford to leave the discussion of it to our irrepressibly cheerful contributor "Adversarius." He dealt with it on Saturday with some seriousness of feeling underlying his humour; but we cannot help thinking that even "comic relief" is out of place in such a tragedy. It is no less. It is tragic that we should have officials mentally capable of designing such legislation. It is tragic that we should have legislators so intellectually and morally blind as to be able to assent to it. It will be tragic if our public does not awake to the mischief and menace of it. One of our contemporaries with surprising mildness has asked for "official assurance" that the Registration of Persons Bill is not intended as a preliminary to industrial conscription. Such an assurance will probably be forthcoming, and it will not be worth the wind expended in expressing it. There is, there can be, no point in compulsory registration unless it be a step to the compulsory employment of the abilities so registered. So far as we know, there has never been any satisfactorily explicit declaration of the objects and reasons of the first registration law. We have heard it suggested that it was a good thing to give the police and the authorities more power over Bolsheviks who might come here to infect us with their pernicious ideas. In that case it could be excused as a piece of panic legislation. Now that no one is any longer scared of the Bolsheviks to give the time had come, obviously, to repeal the Ordinance and abolish

its extraordinary and unEnglish powers. It has occurred to someone, it seems, to utilize the discarded weapon for another purpose altogether, as a man might, on giving up shooting, use his rifle as a kitchen poker, first sending it to the smithy for a few structural alterations. That it would be cheaper to buy a new poker was overlooked. The old registration was to detect undesirables. No longer deemed necessary the marvellous intellect responsible for it thought of using it to detect desirables. These desirables, as was proved recently in a splendid way, need no detection, and certainly not detection under penalty. Any friendly invitation from the Government to give it the information desired would be promptly, thoroughly, and enthusiastically responded to. The Government must know that. Yet it prefers to compel these people to register, gives police officers extraordinary powers over them, and in general treats them as a lot of shirkers. If the Government, doing this, has the cheek to offer assurance that there is no intention toward industrial conscription, it will in the same breath be confessing to one of the most ungrateful, sweeping, and gratuitous insults ever offered to a British community. Save as a preliminary to industrial conscription, the Bill lacks all point. It is as unnecessary as it is offensive. We hope to see it thrown out at the next Council meeting with sheets of scornful laughter, so as to prove that our legislators have awakened from their nightmare, and that commonsense and British traditions have not completely deserted this Colony. Even then we shall have to live down the shameful fact that such a proposal was ever seriously made.

FOR A WEEK STOMACH.

As a general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated take one of Chamberlain's Tablets. For sale by all Chemists and Stochokepers.

SWATOW TYPHOON.

FURTHER DETAILS OF TERRIBLE CATASTROPHE.

HUGE DEATH ROLL.

RELIEF FROM HONGKONG.

On Saturday the *China Mail* published a story brought by the s. a. Kneichow of the terrible havoc wrought in Swatow by the typhoon which struck that port on Wednesday last. Amplifications that account show that the port has suffered terribly. The casualties on Saturday were stated to be 5,000, but later estimates put the number around 20,000, while one ship's officer who has been to Swatow considers that 40,000 would not be a surprising estimate. The town itself is a complete wreck. Apart from the damage caused by the terrible wind there is the devastation following the tidal wave which inundated the town to a depth of some feet. Passengers who have arrived here from Swatow will tell of the terrible scenes ashore—the numbers of dead, the wreckage of boats and houses strewn all over the place and carried far inland.

STRANDED SHIPS.

Stripping in the harbour suffered badly. It is now learned that the *Shantung* and the *Tungshing* were driven right across the harbour and are now lying high and dry on the side of a hill. Observers are of opinion that the *Shantung* can be refloated but the *Tungshing* is lying on some rocks and it is thought that it will be impossible to get her off. The *Chingyao* is ashore on Fort Island, nine miles north of Swatow, and is reported to be almost a hopeless wreck. The *Wa Ming*, a Chinese owned boat, is on the mud flats up the river. The *Yingchow* is detained in Swatow with a damaged bridge and her steam steering gear and quadrant smashed. Small craft came in for a very bad time. Lifted on the tidal wave they were borne far inland or smashed beyond recognition.

IN SWATOW.

The following description of Swatow was given this morning by Mr. C. Smith, chief engineer of the s. a. "Hydrangea." "We arrived at Swatow on Saturday morning in beautiful weather. Before entering the harbour, on the left hand side were the *Shantung* and the *Tungshing*. The *Shantung* was high and dry at the foot of the mountain, about a mile from deep water, while 400 or 500 yards astern was the *Tungshing* lying between two rocks, one fore and the other aft. Further up the river was the Chinese steamer "Wa Ming," an ex German ship. She is on the mud flats. We landed from a ship's boat. The boats in Swatow are charging passengers \$5 a head to get ashore. Here dead bodies were floating in the water. Inside the Customs breakwater was a lot of wreckage. One of the mooring lighters by the buoys was high and dry. What caused the most suffering was the tidal wave which rose from five to seven feet and lasted for eight hours. We intended to go into the city but could not get through owing to the wreckage, while the stench was awful. I interviewed some Chinese merchants who said they thought the death roll would reach about 40,000 and placed the damage at between twenty and thirty million dollars. This includes not only the city of Swatow but the surrounding country which came in the track of the typhoon. The merchants were of the opinion that the country people must have suffered greatly from the rush of water which spread inland for miles, right up to the foot of the mountains."

SHORT OF COFFINS.

One great difficulty they are experiencing in Swatow is the work of providing coffins. In the mission compound I saw about 300 bodies waiting burial. Everyone has suffered, rich and poor alike.

The place presents a terrible aspect. The majority of the houses are damaged. The only places which seem to have stood the blow are the Post Office and the Customs Office which are built of reinforced concrete. Thick telegraph posts buried some feet in the ground have been blown down and some big trees in the main street have been uprooted. The food situation looks like being serious. We gave our food to Europeans. The cargo on the ship had to be brought back as there were no means of discharging.

Mr. Smith was in the *Kingshan* during the 1908 typhoon. That, he says was nothing to the one which struck Swatow. He was also through the Canton typhoon in 1905 and another at Foochow, but here again he says there is no comparison.

While the pontoons belonging to

the boat landed was 58 bags of mail and returned with 60 bags and 61 passengers. They did not take on a pound of cargo. Mr. Lawrence remarked upon the fact that practically all the buoys in the harbour were left intact. He estimated that it would take at least two months before Swatow could once again be got into working order as a port. At present it was useless for vessels, other than those which went up for relief purposes, to call.

NO EUROPEAN DEATHS.

Mr. Lawrence confirmed the news that there had been no deaths among the European population. He mentioned that one old European lady had been struck about the head by falling masonry, while another of 80 years, who had relatives in Hongkong, mentally collapsed under the strain.

The *Shantung*.

Passengers from the *Shantung* were brought to Hongkong by the *Hydrangea*, and they speak of their thrilling experiences on board the stranded ship. The *Shantung* arrived in Swatow on the afternoon of the 2nd from Shanghai. Observatory reports indicated the approach of a typhoon and towards the evening the wind increased in intensity. Two anchors were down and when one of the cables snapped the ship began to drift. Most of the passengers did not realize what was happening until there came a succession of bumps. The ship eventually stranded on a hill about ten miles from the town of Swatow. The worst of the blow was over about at 5 a.m. and later a fishing boat was signalled. By this passengers were taken to Swatow where they boarded the *Hydrangea*.

TYPHOON "ONE VAST BATTLEFIELD."

"HYDRANGEA" OFFICER'S ACCOUNT

Following the arrival on Saturday morning of the B. and S. steamer "Kweichow" the second vessel to reach Hongkong from Swatow (where she arrived three days after the typhoon) was the *Chung On* steamer "Hydrangea" which arrived in the harbour yesterday morning.

Giving an account of his experiences the Chief Officer Mr. H. Lawrence said that the first unusual thing that attracted the attention of those aboard the "Hydrangea" was the disappearance of most of the big fishing stakes which should have been showing in the Sugar Loaf Pass.

Next there was the *Shantung* and the *Tungshing* which apparently had been driven right across the harbour of Swatow, high and dry on the side of the hills. As they got further up the harbour they saw a jumbled mass of buildings, some blown down and others with their roofs off. Wherever they looked they could see the disastrous effects of the storm. Gondolas were wrecked, pontoons broken and sunk, wharves broken to bits, three steamers aground, the two already mentioned and the "Wa Ming,"

junks and cargo boats entirely destroyed—this was only some of the enormous damage done. It was impossible to describe the place; it was nothing more or less than one vast battlefield. A conservative estimate put the loss of life in Swatow alone at something in the neighbourhood of 10,000, and as it was reported that the tidal wave went up the river and extended for many miles inland, it was not an unreasonable conjecture that there were double that number of casualties in all. The whole place must have been one of indescribable confusion, the chief Officer continued.

All the boats were smashed up and I would not expect one person in a hundred to come out of it alive.

"I saw posts which carry the electric wires buried between eight and ten feet in the ground literally snapped off."

Everything must have been blown about like pieces of paper. If you did not see it with your own eyes no man could imagine such terrible damage could be done in such a short time. The Commission of Customs had a very narrow escape, just managing to get out of his house before it was blown to pieces." From the damage done, Mr. Lawrence estimated the velocity of the wind at between 95 and 100 miles an hour. He mentioned incidentally that nothing could stand against a wind with a velocity of 117 miles.

PLIGHT OF THE PEOPLE.

After the flood has come for the people of Swatow the famine. Their plight is pitiable. Homeless, they now find themselves without food and short of water because the tidal wave that swept over the town has filled the wells with brine. Potable water was being sold at Swatow, after the typhoon, at \$3 a canful. It is reckoned that unless relief is sent immediately the whole population will be starving in a couple of days and the Hongkong Government, on learning this, called a special meeting of the Legislative Council and voted \$10,000 towards meeting immediate necessities, also ordering 50 tons of rice and other supplies to be sent at once to Swatow, consigned to the British Consul there.

Swatow merchants in Hongkong are also taking steps to inaugurate relief funds and to despatch foodstuffs to the local Chamber of Commerce for distribution amongst the distressed inhabitants of the port.

The Government has decided to send up famine relief as soon as possible by special ship.

Edward Kennedy, an unemployed American seaman, pleaded guilty to a charge of being drunk and incapable at the Magistracy this morning. Mr. Lindell let him go with a severe caution as he had been locked up for two nights.

H. M. S. "Magnolia" collided with a large junk yesterday, the sailing craft being badly holed and sinking in a few minutes. The junk was loaded with 85,000 bricks and sank right in the tracks of the Star Ferry. A danger flag has been fixed to the mast of the junk.

Go to the World Theatre tomorrow to witness how a Western girl thought she could fool a Ranch gang into believing her a man. Jessie Bambridge, as Betty Craig leads the role in "Two Gun Betty" supported by a powerful cast. The scenery and the play are magnificent and worth seeing.

CORRESPONDENCE.

PROTEST NO. 1. NEXT PLEASE

[To the Editor of the "China Mail."]

Sir—Be they gods or devils that direct the affairs of this Colony it is but the act of any man who values his humanity to play the *Ajax* and defy them. The lightning may treat us as it treated *Ajax*; still we shall be witness to all that is British in us. Atta Boy.

The registration Bill (which the shade of Wat Tyler defend should ever become an Ordinance) is everything that *Adversarius* calls it. Nay, it is more. It is the invention of men who, too, indispensable to fight the Prussian, imbibed all his philosophy, so that we have the spectacle of Prussianism defeated in the field, defeated (as regards its philosophy) at those coasts of Europe which most firmly upheld and taught it before the war, but now all a blowing in the legislator's garden of weeds. The first German Ordinances at Home (the Insurance Act and its successors) found the people asleep. Now they are aroused, and no London paper would dare to defend such a Bill as that now under discussion. Must our Colonies be the scenes of enactments which no Home Government would have the effrontry to introduce? Are we to see the centre of the Empire throwing off the bonds of servile legislation while the fringes gaily bind themselves therewith?

As a public meeting requires permission from the authorities, which would probably be withheld, I can see no possible way for us who value our liberty but to inaugurate a society, a body of men who will bind themselves to refuse obedience and endure possible prosecution. Let those who feel in this matter as I do forward their names to *Adversarius*. He can then state in the columns of the paper how many of these there are, and the knowledge may deter the authorities. They cannot prosecute even two hundred determined men. Even if it does not deter them from passing the Bill, surely civil disobedience on a large scale has proved effective in the past? To Hell with Prussianism!

Put my name under that of *Adversarius*. Card enclosed.

Yours faithfully,

ANTI-PRUSSIAN.

Hongkong, August 6, 1922.

PROTEST NO. 2. WAKE UP.

[To the Editor of the "China Mail."]

Sir—I offer my humble support to your *adversarius*'s denunciation of the Registration Bill. Cannot we have a public meeting to show our local junkers that we will not have such legislation?

Yours truly,

STRIKE VOLUNTEER.

PROTEST THE THIRD 197. MORE WANTED.

[To the Editor of the "China Mail."]

Sir—Hitherto, as a comparatively new arrival, I have been regarding "Adversarius" as a buffoon. Saturday shows that his head is screwed on right. I am aghast at the new Registration Bill, and ashamed that I waited for this lead before protesting. No one at Home would believe it without proof. Put my name down for any organized opposition that may come.

Yours truly,

ANTI-CONCEPTION.

FOURTH PROTEST. HURRY UP.

[To the Editor of the "China Mail."]

Sir—I am getting up an urgent, private petition to Col. John Ward M.P., enclosing your article of Saturday, a copy of the Bill, and etc. If, as I hope you will, you make further reference, I suggest you send same to him as the most likely way to get it stopped.

Enclosed my card (not for publication.)

yours truly

LITERAL IMPERIALIST.

PROTEST NO. 5. ROLL UP. PLEASE.

[To the Editor of the "China Mail."]

Sir—As far as I can see the Registration of Persons Bill does not infringe my personal liberty, as I have no skill above the average; but I agree with you it is wrong in principle, and should not pass. I heartily wish to be strong opposition at the next reading, so it may be dropped after all.

Yours &c.,

SNEK.

This sort of thing is bad. The Huns are getting out, but meanwhile, keep on shooting.—Ed. C.M.

SEAMEN'S WAGES.

STRIKE AT SHANGHAI.

CHINA MERCHANTS COY. INVOLVED.

SHANGHAI, August 5.

As a result of no answer being forthcoming from the China Merchants S. N. Company to a third letter from the Shanghai branch of the Chinese Seamen's Union demanding an increase in the scale wages of seamen similar to the agreement reached between the seamen and the shipowners at Hongkong, a strike on several China Merchant steamers is reported.

It is understood that an agreement was sometime ago reached with the other shipping companies and their employees. The China Merchants were not a party thereto but adopted a very strong attitude against increasing wages having granted an increase of five dollars last year.—Reuter.

CHINESE CABINET.

NEW APPOINTMENTS PROMULGATED.

SHANGHAI, August 6.

A Peking mandate issued early this morning promulgates the following cabinet: Premier, Tang Shao Minister for Foreign Affairs, Dr. Wellington Koo, Minister for the Interior, Tien Wen Lieh, Minister for Finance, Kao Lin Hwei, Minister for War, Chang Shou Tseng, Minister for the Navy, Li Ting Sia, Minister for Agriculture

NEW C.P.S. STEAMER.

THE "EMPEROR OF AUSTRALIA"

The "Empress of Australia" left the Clyde on June 1, for Vancouver, via the Panama Canal, and arrived at that port on the 10th July. She sailed from Vancouver on her maiden trip across the Pacific on the 29th July, and is due to arrive in Yokohama on the 9th August, Shanghai on the 13th, Manila on the 17th, and Hongkong on the 19th August. This vessel has a tonnage of about 21,500, a length of 688 feet, and has been fitted to burn oil fuel. Her accommodation provides for over nine hundred European passengers in three classes. She is intended for service on the Pacific between Vancouver and Hongkong. In this service she will work in co-operation with three other of the Company's vessels, the "Empress of Canada," "Empress of Russia," and "Empress of Asia."

A REPARATION VESSEL.

The "Empress of Australia" was built at the Vulcan Works, Stettin, for the Hamburg-American Line; and was originally named "Tirpitz". She was launched in 1913, but, owing to the war, was not completed until 1921, when she was renamed as reparation tonnage, and was handed over to the British Government, from whom she was purchased by the Canadian Pacific Railway. Since the purchase the vessel has undergone a very extensive overhaul and has been adapted for burning oil fuel instead of coal. The public rooms have been entirely refurnished, and provision has been made for the accommodation of Asiatic storage passengers. The boating accommodation has also been brought into line with the particular requirements of the company, and new boats of the latest collapsible type have been fitted under existing lifeboats, these lifeboats being now hauled and thoroughly equipped for efficient service.

CONSTRUCTIONAL DETAILS.

The principal dimensions of the "Empress of Australia" are: Length, b.p. 588 ft.; breadth, 75 ft. and depth, to upper deck, 45 ft. 21 in. She is of the shelter-deck type, with a continuous bridge deck extending the full length of the vessel. Above the bridge deck there are lower and upper promenade decks extending fully half the length of the vessel, and above the upper promenade deck there is a boat deck. There are two complete "tween" deck below the shelter deck, and lower and orlop decks at the fore end, and lower decks at the after end, of the ship. The vessel has a straight stem, elliptical stern, three funnels and two masts, and has a very handsome appearance. The "Empress of Australia" is classed A1 at Lloyd's, has a full Board of Trade certificate as a passenger ship and is well subdivided by water-tight bulkheads. There is a cellular double bottom extending fore and aft for almost the complete length of the vessel. Oil fuel is carried in the forward bunkers, and there are large cargo compartments forward and aft of the engine and boiler rooms.

PASSENGER ACCOMMODATION.

Spacious and well-fitted accommodation is provided for about 400 first-class, 165 second class, 360 third-class, and 670 Asiatic steerage, together with a crew of about 520. The first class accommodation is arranged on "A", "B", "C", "D" and "E" decks in large staterooms for one, two, and three persons each, all these staterooms being fitted with bedsteads, there being no upper berths in any of the first-class rooms. In addition, there are eight large suites with private bath and toilet. The two suites on "B" deck amidships comprise a dining room, salon, bedroom, bathroom and toilet, maid or valet's room, and also a large boxroom. The suites are fitted up in a luxurious style, and the salon has very large square windows at ship's side, giving it an extremely light and airy appearance. Two other large suites on this deck forward each contain a sitting room, bedroom, bathroom and toilet, also a large boxroom, and each suite is so arranged that a large additional bedroom can be added if required. The other two aftermost suites on this deck are so arranged that they can be let as a large bedroom with private sitting room and toilet, a sliding door being fitted between the two rooms. Two other large suites each, comprising sitting room, bedroom, private bathroom and toilet, also large boxroom are situated on "C" deck amidships.

DINING SALOONS.

There is a large dining saloon for first-class passengers situated on "C" deck, which is capable of accommodating over 330 people at one sitting, the tables being arranged for small parties of from two to six people. In addition, there are two small private dining saloons leading off the main dining saloon, each of these being capable of seating twenty persons. The total seating accommodation is, therefore, over 370 at one sitting. The main dining saloon is one of the most luxurious in the fleet. It has a very

large central dome, or well, extending two deck heights, fitted with large opening windows on to the "A" deck passageways, and having three large carved brass electroliers in the dome. Four large paintings, copies of old masters, are hung on the sides of this dome. The dining room is decorated in the Louis XVI style, walls and ceiling being white enamelled, antique finish with gilt enrichment, and the furniture is of mahogany. At the after end of the dining saloon there is a large musicians' gallery.

OTHER PUBLIC ROOMS.

The lounge for first-class passengers is situated on "A" deck and in a large compartment decorated in the Empire style, the wall and ceiling being finished in green with gilt enrichments. A feature of this lounge is the absence of pillars, the roof being built on the cantilever principle with a large decorative glazed dome. Four large carved gilt sixteen-light chandeliers together with the ceiling fixtures, provide brilliant lighting at night, and there are ten large oil windows in the room. The floor is of parquetry, covered with carpets, the centre carpet being removable to provide suitable dancing space. The furniture is of satin wood with carved and gilded enrichments, and upholstered in silk with curtains to suit, the colour scheme being violet and brown. The first class ladies' room, which is situated on "A" deck, adjacent to the lounge, is decorated in the Louis XVI style finished in white enamel with gilt enrichment. This room is furnished with china cabinets, and settees. The first class smoke room on "A" deck, in the Louis XVI style with oak panelled walls and white ceiling. Tapestry and leather covered chairs and settees, card tables, writing tables, and cigar cabinet comprise the furnishing of this room. The first class writing room on "A" deck off the main entrance hall is decorated in Louis XVI style, with tinted walls and white enamelled ceiling, and the furniture is of mahogany. There is a first class card room on "A" deck on the port side aft of the smoke room, and a large verandah cafe at after end of this deck.

SWIMMING BATHS AND PROMENADES.

A children's room is arranged for on starboard side after end of "A" deck. A large swimming bath for first class passengers, situated on "E" deck, is decorated in the Pompeian style, and fitted with individual dressing rooms, lavatory and showers. There is also an electric bath on "C" deck, fitted with the most up-to-date appliances. The main entrance hall on "A" deck is finished in white enamel, and has a large circular dome light. Two wide staircases and two passenger lifts lead from this entrance down to all the first class accommodation. At the forward end of the hall there are two kiosks, one for flowers and one for general sales. Both ladies' and gentlemen's barbers' shops are provided on "C" deck, and, in addition to the foregoing, there is an information bureau, stenographer, manicurist, dispensary, etc. provided for. The first class promenade space is extensive, there being over 300 ft. on "A" deck, and 100 ft. on "B" deck. The forward end of "A" deck is screened off in steel, with large glass windows for about 70 ft. on each side.

SECOND AND THIRD CLASS ACCOMMODATION.

The second class passengers are accommodated on "E" and "F" decks in staterooms for two, three and four persons each. All these staterooms are large and well fitted up, and are of the Bibby type. The second class dining saloon is situated on "G" deck, and is finished in white enamelled walls and ceiling. It is arranged to accommodate 148 people at one sitting. On "B" deck there is a second class ladies' lounge decorated in white enamel, with silk panelled walls and with satinwood furniture. There is also a second class smoke room, with mahogany panelled walls and white ceiling, and fitted up with writing tables, card tables, seats and arm chairs, upholstered in green leather. Ample promenade space is provided for the second class passengers on "C" deck. The third class passengers are accommodated in rooms on "E" and "F" decks. These staterooms accommodate from four to six persons each, and are fitted up in the latest style for this class on the Pacific service. The third class dining saloon, situated on "D" deck, is capable of seating 184 persons at one sitting. A third class lounge, also a third class smoke room are provided for on "G" deck, and ample promenade space is arranged for third class passengers on "D" deck aft. The Asiatic steerage passengers are accommodated on "E", "F" and "G" decks forward in open berths.

KITCHENS AND PANTRIES.

The captain and officers are accommodated in rooms at the forward end of the boat and "A" decks; the engineers are on "D" deck, and the remainder of the crew are on "D", "E" and "F" decks. All the crew accommodation has been entirely re-

arranged and brought up to date. The kitchens and pantries for the first and second class are situated on "D" decks below, and between the first and second class dining saloons, and separate stairways have been arranged into each saloon, ensuring a quick and efficient service. All the latest improvements have been supplied, and these spaces are equipped in the most up-to-date fashion. Separate kitchens and pantries are fitted up forward and aft for the third class and Asiatic steerage. The vessel is ventilated and heated in a very elaborate manner the air of the public rooms and cabins being changed automatically every few minutes without creating any draught.

EQUIPMENT.

The cargo handling equipment is operated by powerful steam winches, and is fitted with the most modern requirements. It is operated by hydraulic power controlled either individually or collectively from the navigating bridge as well as from the door itself. A complete system of wireless telegraphy, including a large installation and apparatus for taking wireless bearings, has been installed. Submarine signalling and electric clocks are fitted, also the most modern type of gyro compass, these various automatic devices giving increased safety in navigation. The vessel has been fitted with large bilge keels to minimise rolling, and she is also fitted with special heating tanks on the ship's side by means of which she can be kept upright at all times. Large provision store rooms, both insulated and ordinary, are arranged for.

PROPPELLING MACHINERY.

The ship is propelled by two "Curris Parsons" combination turbines driving twin screws and fitted with Frutiger transmission gear. The two sets of engines together will indicate about 18,000 sh.p. The boiler installation comprises fourteen water tube boilers fitted with three furnaces each, the working pressure being 240 lbs. per sq. in. The vessel was originally fitted with coal bunkers, and was intended to burn coal on service. In order that her speed may be fully maintained, and taking into account the great advantages which are obtained with oil fuel on passenger ships, she has been, during her reconditioning, fitted with oil fuel bunkers for carrying oil fuel and a complete installation for burning oil fuel in the boilers has been installed. This will make it quite certain that the vessel will be able to maintain her speed and time schedule with more certainty than if she had remained a coal-burning ship. The installation of auxiliary machinery is very complete, the steam heating, electric lighting and refrigerating plants are all up to date, and ensure that the comfort of passengers in respect of these matters is amply provided for.

MARRIED 7 WOMEN.

A "PROFESSIONAL BIGAMIST."

A man who married six women in addition to his lawful wife was sentenced to five years' penal servitude at the Old Bailey. He was Arthur Lazarus, 31, a kitchen porter, a Russian by birth and it was stated that his bigamous wives were unfortunate of foreign nationality, who married him to become British subjects. Mr. H. D. Roome, who prosecuted, described him as a professional bigamist.

He pleaded guilty and said that he was asked to marry the women by foreigners whom he met in West End public houses. In the first case a man offered him £20 to marry the girl, and he was given that amount immediately after the ceremony at the Marylebone Register Office. He never lived with the girl. The other marriages were at registrar offices at Eambeth, Shepherd's Bush, Paddington, Holborn, and at St. George's, Hanover-square. He left his "wives" at the office doors, receiving sums for marrying them varying from £12 to £20.

Inspector Frank Everleigh said Lazarus was a member of a gang that lived on prostitution, but he would not disclose the names of his associates. Their object in getting the women married was to prevent their deportation in case of conviction. Lazarus married three of the women between December 9 and December 31, 1921.

GOOD TIME COMING.

PERFECTION IN 1925, SAYS AMERICAN JUDGE.

Ten thousand men and women listening solemnly to the statement that in 1925 will come an era when bold headed men will become bards, the dead will rise, and undertakers will go out of business—this was the somewhat curious spectacle presented by the interior of the Royal Albert Hall in mid week.

The speaker was Judge Rutherford, an American and the president of the International Bible Students' Association, who claims that the Scriptures show that by 1925 the world's troubles will reach a climax and then subside, followed quickly by the "desire of all nations; namely, peace, pro plenty, life, liberty, and happiness." Millions of people then, he claims, will be restored to perfect health and live up to the earth for ever. The audience contained as many women as, if not more than, men. For the most part they were very serious-looking people, and save for an occasional outburst of applause and a few interruptions they listened in silence. Judge Rutherford's address, which was thickly studded with scriptural quotations.

TO-DAY'S ADVERTISEMENTS.

VICTORIA RECREATION CLUB.

NIGHT FETE

to be held on FRIDAY the 11th inst commencing at 9 p.m.

Programme.

- 100 yards Interport Trial.
- Four Lengths Boys (Handicap).
- 2 " Ladies (Handicap).
- 2 " Girls.
- Running Header.
- Team Race (Members Only) 6 Aside.
- 2 Lengths Handicap (Combined to H. M. Forces).
- Water Polo.

Entries close on TUESDAY the 8th inst, at 6 p.m. to be sent to the Hon. Secretary V. R. C.

A. MCKIRDY,
Hon. Secretary.

Hongkong, August 7, 1922.

NOTICE.

MAJOR J. W. CLARK representing the Department of Land, Government of British Columbia, is at present staying at the Hongkong Hotel and will be glad to furnish information to anyone interested in British Columbia.

MAJOR CLARK sails on the "Empress of Russia" August 10th.

Hongkong, August 7, 1922.

MORTGAGE INVESTMENTS WANTED.

MESSRS. DEAN & LOOKER, No. 1 Des Voeux Road Central, Solicitors, have for investment the sum of \$200,000, and are prepared to consider applications for the advancement of the same on first class Mortgages of house property.

WANTED.

EUROPEAN Firm wants immediately Assistant Book-keeper (Chinese) who can use typewriter. Apply own handwriting, stating age, experience, salary required to Box No. 1396, c/o "China Mail."

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

ON

THURSDAY Aug. 10 1922.
commencing at 11 a.m.
at their Sales Room, Duddell Street.

6 cases "Golden State" Champagne

"P.",

6 cases "Hock".

16 cases "Brand" Brandy.

60 cases "Oard" *** Brandy.

Terms—Cash on delivery

LAMMETT BROS.
Auctioneers.

KEEP IT HANDY.

Immediate relief is necessary in attacks of diarrhoea. Chamberlain's Colic and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

HAND MADE UNDIES.

We have a large selection of chic styles in all garments made from Silk, Tarantulle, etc.



LANE, CRAWFORD, LTD.

Columbia Grafonolas



Prices From \$60.00
ANDERSON'S
(Opposite City Hall)

THE BLUE BIRD CO.

Refreshment Parlour and Candy Store.
No. 164 Des Voeux Road, Central.
(Opposite to A. S. Watson Dispensary).

Large quantity in stock of Sego Evaporated Milk at 20 Cents per tin.
Mackintosh Toffee, Caramel and American Pine Nuts.

Sole Agents:

Suzuki & Co.

SAKURA BEER

Alexandra Buildings.

Tel. 468 & 467.

DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE)

Open and Closed

CARS FOR HIRE
TEL. 482 in Hongkong and Kowloon. TEL. 3552 482

"KING GEORGE IV." WHISKY

THE TOP NOTCH OF SCOTCH.

Ripe in Years

Rare in Quality.

The Distillers Company,
Limited.

Edinburgh.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS
TEL. No. 133. 6 QUEEN'S ROAD, CENTRAL
HONG KONG.

6 QUEEN'S ROAD, CENTRAL
HONG KONG.

THE TELEPHONE HANDBOOK.

The Second issue of the TELEPHONE HANDBOOK is published TO-DAY.

The TELEPHONE HANDBOOK consists of an up-to-date and accurate index of Telephone Subscribers, the numbers being given in sequence.

SPECIMEN PAGE

Central—22 The Newspaper Enterprise Ltd., 5, Wyndham Street
do 22 " China Mail (Newspaper), 5, Wyndham Street
Peak—22 Bridger, R. L., Residence, 55, Peak
Kowloon—22 Green Island Cement Co., Ltd., Cement Works, Hokum
Central—23 Jordan, Forsyth, Grove & Aubrey, Drs., Alexandra Buildings
Peak—23 Butterfield and Swire, Mr. H. W. Kent, Residence
Kowloon—23 Yo Fong Chan, 136, Temple Street, Yau Ma Tei
Central—24 Tak Shui Bank, 156, Queen's Road, Central
Peak—24 Bull, A. Dyer, Residence, 51, The Peak
Kowloon—24 Dixon, H., Residence, 4, Lyceumon Villas, Chatham Road
Central—25 Hongkong and Whampoa Dock Co., Aberdeen Dock, Aberdeen
Peak—25 Hongkong & Whampoa Dock Co., Chief Manager's Residence
Peak—26 Dyer, R. M., Residence

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HONOLULU MARU Tuesday, 8th August

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VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Taku—Taking cargo to OVERLAND POINTS U.S.A. Canada. Passenger Service.

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JAPAN PORTS—Kobe & Yokohama via Shanghai.

ALTAI MARU Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY. The steamers have excellent accommodation for 1st and 2nd class saloon passengers.

ONSHU MARU Sunday, 6th August.

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For sailing dates and further particulars please apply to—

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S.S. "TELEMACHus" via Suez Canal 18th August.

S.S. "CITY OF BAGDAD" via Suez Canal 20th August.

Passengers proceed via Suez Canal or Panama Canal at Owner's Option.

Subject to change without notice.

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Quekong, April 1, 1922.

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From Hongkong. Vancouver. From St. John. To England.

E/Russia Aug. 10 Aug. 28 F/France Sept. 5 Sept. 13

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E/Asia Sept. 7 Sept. 25 E/France Oct. 3 Oct. 16

E/Canada Sept. 21 Oct. 9 E/Scot and Oct. 17 Oct. 24

E/Russia Oct. 5 Oct. 23 E/France Oct. 21 Nov. 6

E/Australia Oct. 19 Nov. 6 E/Scotland Nov. 14 Nov. 21

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cuxhaven and Hamburg.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW,

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(Occupying 9 to 10 Days)

SHANGHAI CAPTAIN LEAVING.

HAICHING CAPT. J. S. THOMSON FRIDAY, 11th Aug. at 1 P.M.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

FOR FREIGHT AND PASSENGER apply to—

DOUGLAS LAFRAIK & CO., LTD.

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AMERICAN & ORIENTAL LINE.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRAH, OSAWA, DURBAN (Natal), EAST LOYDSTOWN, PORT ELIZABETH and CAPE TOWN direct or with transhipment to CALCUTTA and/or COLOMBO.

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MANAGING AGENTS

"ELLERMAN" LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS

HOMEBWARDS.

S.S. "CITY OF MANCHESTER" 26th August (Marcelles, London, Antwerp, and Hamburg).

Subject to change without notice.

For particulars of freight and passenger rates apply to—

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General Agents

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

STEAMERS TO PORT

CHINCHING August 7th 4 p.m.

PAKHOI AND HAIPHONG KAIKONG August 8th 4 p.m.

SWATOW, SHANGHAI AND TSINGTAO LINCHOW August 8th 2 p.m.

WEIHAIWEI, RANKK K KAYING August 8th 2 p.m.

AMOY AND SHANGHAI KUEH (W) August 9th 2 p.m.

FOOCHOW August 10th 2 a.m.

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APCAR AND
EASTERN & AUSTRALIAN
LINES**

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STEATS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND
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**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. S	From	To	Destination
"SARDINIA"	10th Aug.	MARSHALLS, LONDON & A/wrps.	
"SICILY"	10th Aug.	Spire, Penang, Col'p & B'lwy	
"JEWPOLE"	10th Aug.	do	
"MANHUA"	8,000	MARSHALLS, LONDON & A/wrps.	
"NOVIA"	6,850	do	
"MACEDONIA"	10,112	13th Sept.	
"KALYAN"	8,487	11th Oct.	
"DON J."	8,056	25th Oct.	
"KHYBER"	8,000	8th Nov.	
"NAN'IN"	7,000	22nd Nov.	
"KARMA"	8,000	8th Dec.	
"KASHGAR"	9,000	25th Dec.	
"PLASSY"	7,303	3rd Jan. 1923	

BRITISH INDIA-APCAR SAILINGS (South)

"TANDA"	6,956	19th August	Calcutta via Straits and Penang.
"EASTERN"	4,000	31st August	Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:-
The Union & Co. Company's services to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

FAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,640	8th Aug.	Amoy, Shanghai and Kobe.
"NOVARA"	1,850	12th Aug.	Shanghai and Japan.
"TAKADA"	6,849	15th Aug.	Shanghai and Japan.
"KALYAN"	8,687	28th Aug.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

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Passengers for Europe must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer.

In Singapore and elsewhere Passengers may travel by B.I.S.N. Company's steamers between Singapore and Siam, Siam and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

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Cargo only. **MACKINNON, MACKENZIE & CO.**

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E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
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Also Shipchandlery Articles.
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TOYO KISEN KAISHA.

Reduced Fare to Fuzhou U.S.G. 20.60 First Class throughout.
HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.
SHINYA MARU 22,000 August 14th.

PERIA MARU 9,000 August 10th, 1922.

TAIVU MARU 22,000 Sept. 9th.

SIBERIA MARU 22,000 Sept. 13th.

KOREA MARU 22,000 Oct. 18th.

Calling at Keelung.

Calling at Dairen and omitting Shanghai.

Calling at Keelung.

Calling at Dairen.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.

VIA MANILA, KELLOGG JAPAN, HONOLULU, HILIO, SAN FRANCISCO,

SAN PEDRO, SALINA CRUZ, BALVIA, CALDAO, MOLLENDO,

ARICA AND IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

GINO MARU 17,500 Sept. 13th.

ANJO MARU 18,000 Oct. 9th.

SEIYO MARU 18,000 Nov. 10th.

For full information regarding passenger freight and sailing, apply to:-

Y. T. UIRUMI, Manager; King's Building, Tel. Nos. 3274 & 2375
Agents at Canton; Messrs. T. E. GRIFFITH LTD.

THE "CHINA MAIL."

NOTICE.

Communications relating to news should be addressed to The Manager.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to The Manager.

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OBTAIABLE FROM
MACKINTOSH & CO., LTD.
MEN'S WEAR SPECIALISTS.

"SPIRITUAL" LOVE OF A HUSBAND.

GIFTS FROM ELDERLY WOMEN FRIENDS.

A suit in which a 65-years-old woman was accused of adultery with a man of 39 was concluded in the Divorce Division in mail week. Mrs. Tyra Gouborg Lowther, a Swede by birth, charged her husband, Mr. John Brabazon Lowther, a singer, with desertion and with adultery with the intervener, Mrs. Annie Gertrude Roxburgh. The charges were denied.

Mrs. Lowther's case was that she and Mr. Lowther were married in October 1919, but she said the marriage was never consummated and she alleged that her husband had abnormal tendencies.

Mr. Lowther, giving evidence said Mrs. Roxburgh lived at a Buxton boarding-house, where he gave singing lessons.

Mr. Barnard (his counsel): Have you ever committed adultery with Mrs. Roxburgh? Never.

Cross-examined by Sir Edward Marshall Hall: Were you in love with your wife when you proposed marriage?—Yes.

Are you in love with her still?—No. When did you cease to be in love with her?—When we came to London I realised that we had nothing in common.

When was that?—About ten days before the marriage.

You admit that you have never consummated the marriage?—I do.

Do you say you did not consummate the marriage because you did not want this particular woman?—Yes.

You first knew Mrs. Roxburgh in 1900, when you were 26?—Yes.

Mrs. Roxburgh is a woman of considerable means?—Some means.

Was she a paying guest at the Rochester terrace boarding house? Yes.

GIFTS FROM WOMEN.

Did Mrs. Roxburgh make you a present of a grand piano?—No.

Who did give it you?—A friend who lived near, Mrs. Barlow.

Did a woman give you a fur coat?—Yes.

Who was that?—Mrs. Barlow.

Did the same woman give you a dressing case?—Yes.

Are you in the habit of receiving presents from women older than yourself?—I should not call it a habit.

Mrs. Roxburgh gave you a motor-car?—Yes.

How much did you contribute towards it?—£20.

Is there any affection between you and Mrs. Roxburgh?—Yes, as old friends.

No sexual friendship of any kind?—Certainly not.

MARRIAGE VILLAGE.

HOLIDAY-MAKERS' ROMANCES.

Lovers claim to have found in Minster Thanet, a place where they can be married with at least some of the romance and adventure of Gretna Green. Mr. Arthur Roberts, the comedian, took his bride to this spot for his wedding ceremony and about 160 other couples make the same romantic journey every year.

Mins or lies near Ramsgate, and Margate and is swept by the breezes of the sea, which is not far away.

There is a ruin of an old manor house, once occupied by monks, and legends abound. It is not so long ago that the curse used to ring during the winter months. Minster is a central spot for the holiday resorts on the Thanet coast, and the office of the superintendent registrar for Thanet is situated in the little village of 2,000 inhabitants.

The couples come by train and motor-car. Some have been known to cycle in for the momentous hour. They nearly always go to the coast for their honeymoon.

During the war four big camps were in the neighbourhood, and the registrar has never been quite so busy since.

SCENE WITH HIS FATHER.

I am sure this will cause misunderstanding. I begin to realise that I am not your soul mate. That your love for me is wonderful, the most wonderful thing I have known, I can never question. My love for you is the same, but I really cannot help realising that my love is divided.

My beloved one, we are not children. . . . you and I, but great individuals ranged only on the side of right and truth and both too great to be weak or fearful. We are profoundly intent on fulfilling our destinies. . . . If you feel I am a right and you feel in your heart it is best for your welfare, I want you to know that you are released from any obligation to stay with me.

My happiness will be to let you go and find, if you can, your soul's desire. . . . I beg of you to make your own decision entirely as you feel for your own happiness, for that is the only thing that will make mine. . . . You will be "my Swede" just the same.

I cannot help thinking you would be far happier in the free United States than in our poor limited little England.

Mr. Lowther said he wanted to give his wife happiness by giving her freedom. At this time he was staying in the house kept by three elderly women, the Misses B.

In October 1920 he wrote again: Darling Mine—I know my words are true, that I can be far more to you as your devoted friend, than as your husband. It is not that I do not love you. I love you so much that I ask you to save yourself. . . .

You have awakened in me a spiritual love and a spirituality beyond expression. That is the ideal I have striven for. Woman stands for spirituality, the spiritual ideal and, as such, she is to be protected one but I find it doesn't.

After the absence of an hour and a quarter the jury intimated that they were not all agreed on certain questions.

Sir Henry Duke addressed them on the points and in the result the jury found no adultery had been committed. The petition was dismissed, the intervener, Mrs. Roxburgh, being dismissed from the suit with her costs.

LEAGUE TENNIS.

INDIANS' SUCCESSFUL SEASON.

WINNERS OF BOTH DIVISION.

The Indian Recreation Club has added fresh laurels to its comparative short but splendid record by winning both divisions of the Hongkong Lawn Tennis League this season, which was closed on Saturday afternoon when the league shields were presented to the champions by Mrs. Claud Severn, in the presence of a large gathering of tennis enthusiasts.

Prior to the presentation, the spectators were treated to some excellent exhibition matches on the I.R.C. courts at Sookumpoo Valley, between teams representing the winners of both the A. and B. divisions, and the Rest of the League. The Rest represented a formidable combination against the champions, but although they lost to both visiting teams, the Indians put up a stiff fight, which was worthy of their championship.

In the "A" Division, the champion started well and led 19-14 at the end of the first set of games. In the second set they were only able to hold their own with 33 games all. The Rest asserted themselves in the third set and the Indians were beaten badly, winning only 7 games out of 33. The champion's defeat was due to their lack of

stamina against their older and more experienced opponents, but

considering that every one of the Indian players is scarcely in his teens yet, the plucky stand they made in the first two sets won the admiration of the spectators.

The Indian players in the "B" Division matches also gave a good account of themselves and lost by 69 games to their 40.

Among the late gathering who witnessed the match were: His Excellency the Officer Adu ministering the Government (Hon. Mr. Claud Severn, C.M.G.) who was accompanied by Mrs. Severn and Mrs. Bullough, Dr. Forsyth (President of the Tennis League), Mr. Hugh Ni bet, the Rev. Copley-Moyle, Mr. U. Rumjahn and many others.

Tea was served during the afternoon, while the string band of the K.E.O. Grenadiers provided excellent music.

RESULTS.

Following are the results of the various matches:—

"A" DIVISION.

O. and H. D. Rumjahn beat Ng Sze Kwong and Lieut.-Commander Worthington, 8-3; lost to R. and H. Hancock, 4-7; lost to Townsend and Fischer, 3-8.

A. H. and S. A. Rumjahn beat R. and H. Hancock, 6-5; beat Townsend and Fischer, 6-5; lost to Ng Sze Kwong and Lieut.-Commander Worthington, 4-7; lost to R. and H. Hancock, 1-10.

A. A. Rumjahn and S. H. Ismail lost to Townsend and Fischer, 6-5; lost to Ng Sze Kwong and Lieut.-Commander Worthington, 4-7; lost to R. and H. Hancock, 1-10.

"B" DIVISION.

O. and H. D. Rumjahn lost to Curreem and Ip Kau, 2-9; lost to Kwok and Ho, 5-6; lost to Bueschaert and Yamasaki, 5-6.

A. H. and S. A. Ismail lost to Curreem and Ip Kau, 4-7; lost to Kwok and Ho, 5-6; lost to Bueschaert and Yamasaki, 4-7.

S. A. Hussain and I. Hassan beat Curreem and Ip Kau, 7-4; lost to Kwok and Ho, 5-6; lost to Bueschaert and Yamasaki, 3-8.

Total: Rest of League 69 games; I.R.C. 40 games.

PRESENTATION OF TROPHIES.

In inviting Mrs. Severn to present the league shields to the I.R.C., Dr. Forsyth congratulated the winners on their double success.

Mrs. Severn then presented the trophies as follows:—

The Tennis Shield and Medal "A" Division.—Won by the Indian Recreation Club, Team, A. A. Rumjahn, A. H. Rumjahn, S. A. Rumjahn, O. Rumjahn, H. D. Rumjahn, S. H. Ismail and S. D. Ismail.

The Tennis League Shield and Medals. "B" Division.—Won by the Indian recreation after a tie with the Chinese Recreation Club, Team, O. Ismail, E. el Arculli, S. A. Ismail, I. Hassan, S. H. Hussain, A. el Arculli, S. Casmumbay.

Mr. Rumjahn then asked Mrs. Severn to present the Club prizes and in doing so gave some interesting facts relating to the rise of the Club since its formation in 1918 with 70 members. Its membership roll now numbered 160.

CLUB PRIZES.

The Club prizes were presented by Mrs. Severn as follows.

TENNIS.

Singl's Championship.—Challenge Cup (presented by Mr. M. A. R. Zak).—Won by A. H. Rumjahn; 2nd prize (presented by Mr. A. H. Hamet).—Won by Mr. S. A. Rumjahn.

Singles Handicap (presented by Mr. H. M. H. Nemazee).—Won by Mr. H. Rumjahn; 2nd prize (presented by Mr. P. Jumsetje).—Won by S. D. Ismail.

Doubles Handicap (presented by Mr. J. H. N. Mody).—Won by S. D. Ismail and Y. A. Wahab; 2nd prize (presented by the Committee).—Won by J. S. Curreem and Hassan.

CRICKET.

"A" TEAM.

Cup (presented by Mr. S. Soon-darom) for best batting average.—Won by S. A. R. Ismail.

Prize (presented by Mr. U. Rumjahn) for best bowling average.—Won by A. el Arculli.

"B" TEAM.

Prize (presented by Mr. Mahindra Singh) for best batting average.—Won by O. Rumjahn.

Prize (presented by Mr. A. el Arculli) for best bowling average.—Won by A. H. Madar.

Afterwards H.E. thanked the I.R.C. for the honour in asking Mrs. Severn to distribute the prizes and congratulated the Club on its splendid advance to the fore.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

All preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

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Edam, Australian Cheddar American Stilton and Picnic.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD

2D. COCAINE.

SMUGGLER'S BIG PROFITS.

Enormous profits are made by persons engaged in smuggling cocaine from Germany to England.

In Berlin it can be bought with the greatest ease in spite of its prohibition. A small packet is obtainable in Bohemian cabarets and cafes for less than 2s. Agents, alleged to be in the employ of certain chemists, loiter in special parts of the city to supply customers known to them.

The profits are fabulously high if sold in England; hence the profiteers dream to get cocaine over the Channel. Large quantities, ready for export have been seized by the police at Hamburg.

It is stated that the stuff is smuggled chiefly through the Occupied area. A typical story of the passion for cocaine here is told by a lecturer to medical students. He had cocaine for demonstration purposes and found it repeatedly stolen by students.

THOUGHTS AT FORTY.

In the case of his health a man, it has been said, is either a fool or a physician not so difficult to be healthy and in his prime at that age.

With the weaker sex the case is different, for this is liable to bring with it anxiety and health trials; nevertheless, many women suffer more than they need.

Actually, whether the individual be a man or a woman, if the ailment arises from anemia, tuberculosis, indigestion, or field health complicated with a faulty blood-supply, the remedy is now blood. So, if blood troubles have assailed you, if your nerves are weak, if you lack stamina and your health is not what it should be, you can enjoy new health by the simple expedient of renewing your blood.

To renew your blood begin to take a short course of Dr. Williams' pick pills; then as the new blood which they make flows through your veins you will gain fresh energies, new strength, a keen appetite, and full, vigorous health.

If a man, you will know the joy it is to be strong; if a woman, you will be gratified with your bright, winsome health.

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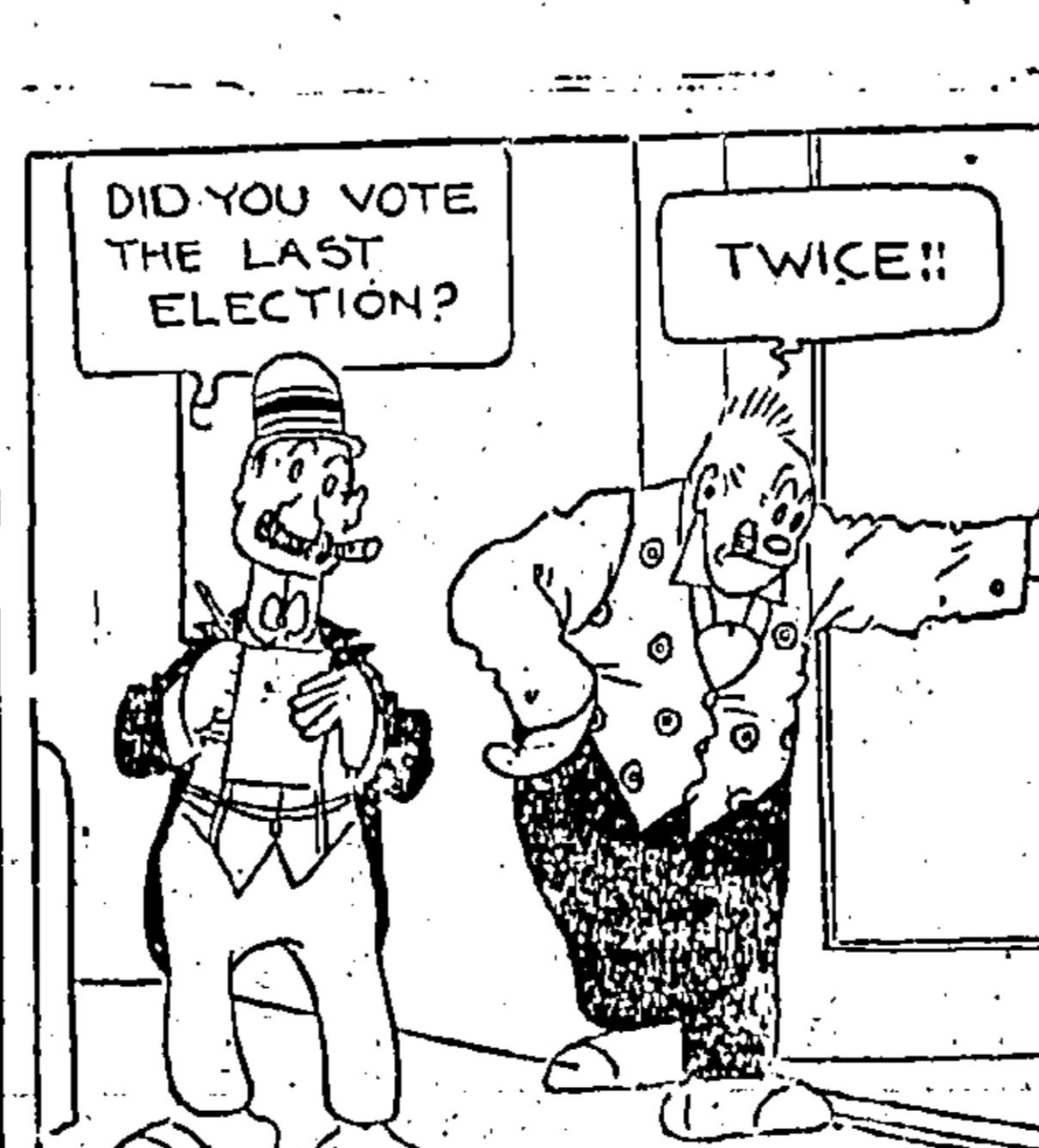
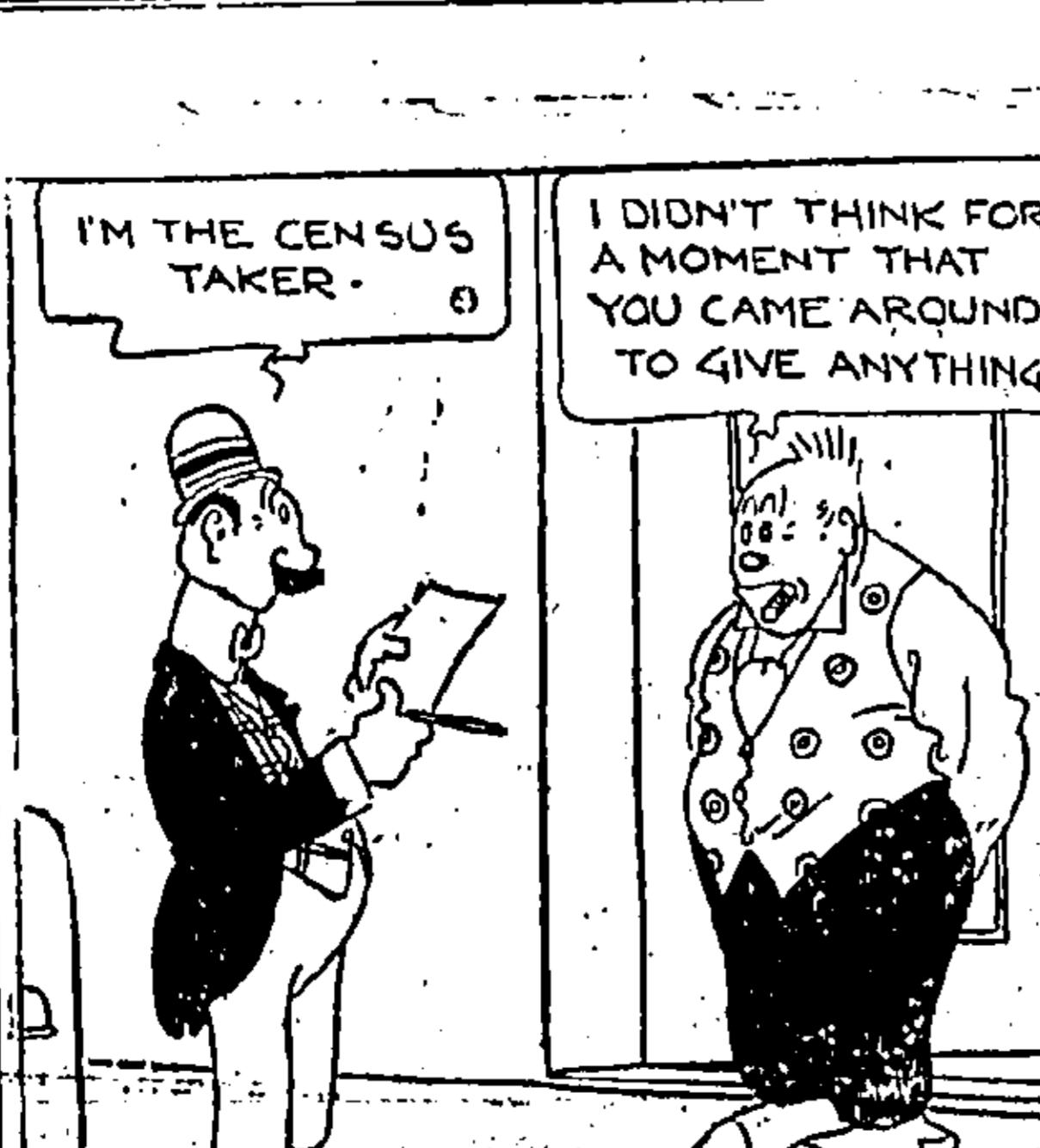
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EARL'S LOVE STORY.

GIRL WHO WAS 'GOOD PAL'

WIFE IN ALL BUT NAME.

The love romance of the late Earl of Shrewsbury and Talbot was disclosed when the hearing was continued in the Probate Division before Sir Henry Duke and a Special Jury of the action concerning his will dated September 1920. He died in May 1921, aged 60.

The will, which leaves a large amount of property to the intervenor in the action, Mrs. Eleanor Whyte Brownlee, is contested by the present earl, a boy of 7 and a grandson of the dead man, who appears by his guardian, the Marquis of Anglesey. He alleges that at the time of the will the earl was not of sound mind and that the will was made under the undue influence of Mrs. Brownlee. The net value of the estate is about £161,000.

Mr. Priestley, K.C., for the plaintiff and executor, Mr. Llewellyn Wynn McLeod, explained that by the will now in dispute the earl revoked all former wills and, after making certain dispositions of his property, gave Mrs. Brownlee the leasehold house in Portland-place, W., with the bulk of its contents. Annuities of £250 a year went to the earl's sisters, and, subject to certain trusts, the whole of the remainder of the estate was given to Mrs. Brownlee.

Sir Henry Duke: Is the net effect of the last will to revoke any disposition there had been in favour of Mrs. Brownlee?

—Yes, my lord.

MEETS GIRL OF 20.

Mr. Priestley, continuing, said that the earl separated from his wife in 1893, and 14 years later made the acquaintance of Mrs. Brownlee, then 20. They were mutually attracted and became great friends. Unfortunately, said counsel, the earl was unable to marry her, although he sincerely desired to do so and it was a great sorrow that he could not. They lived together as man and wife in every way, except according to the law of the land.

In 1912 at Goring-on-Thames he built a residence, intending that it should belong to Mrs. Brownlee. Whenever the earl was ill she would him with the devotion of a wife, for which he was deeply grateful. As early as 1913 the earl added a codicil to his will leaving Mrs. Brownlee an annuity of £2,000.

Counsel, continuing, said when Viscount Ingestre (the earl's son) died in 1915 it was necessary for the earl to make another will (not in dispute), which he did in June 1915. The will also gave an annuity of £3,000 to Mrs. Brownlee. In June 1918 the earl entered an institution for an operation, and while there he executed a codicil giving Mrs. Brownlee certain pearls and jewellery. There was also a clause giving Mrs. Brownlee certain horses, saying it was his wish that her hunting should cost her nothing or as little as possible.

EARL INVENTS TYRE.

Counsel said the late earl was the inventor of the Shrewsbury-Talbot tyres which were put on horse-cabs years ago, and when motoring began he formed the company which afterwards became the Clement-Talbot Company. After the trouble which had arisen with the Anglesey family (the late Lord Ingestre's wife was a member of the Anglesey family) it became obvious that there was a desire to get the earl off the chairmanship of the Clement-Talbot Company, and by a preponderance of voting interest that was accomplished in December 1918. The late earl felt that Lord Anglesey had been casting his votes with those with whom he was not in agreement and that that was a hostile act.

In 1918 the earl wrote to Mr. McLeod stating that owing to his life being in a precarious state he desired to alter his will, but that he could not make a new one until the question of the Ingestre estates was settled. "I think the estate will be just as well in other hands," he added.

Mr. Llewellyn McLeod, in evidence, said he acted as the dead earl's solicitor since the earl was 18. In 1896 the earl and his wife separated by mutual consent, Lady Shrewsbury having £4,000 a year and the right to live in the family seat, Alton Tower.

Mr. Douglas Hogg, K.C., who appeared with Mr. Priestley, K.C., further examined Mr. McLeod.

I want you to tell us what you know about the earl's connection with Mrs. Brownlee—I think I first met her in 1912. Afterwards when I went to see the earl in London I met her at the house. It seemed to me that Mrs. Brownlee was treated in every way, as far as I could see, as the earl's wife.

Did the earl express to you his intentions with regard to Mrs. Brownlee?—He consulted me with a view to marrying Mrs. Brownlee, if possible, and I had to advise him that as the law stood it was not practicable.

KOREAN SHELL DIVERS.

An American lady missionary in Korea paid a visit to the island of Chajju, which lies out in the Pacific two days' sail by a little Japanese steamer. On this island there is a community of Korean Christians. The missionary writes:

Among the women in my bible-classes are some who are professional divers; and yesterday we rowed out to them at work. In a natural cave by the seaside a group of these women were putting on white cotton bathing-suits. Their bodies were lithe and active, and as they followed their leader along a black reef cast out into the water, their graceful outlines were silhouetted against the blue sky. To the right wrist was tied a circular knife with which the divers cut the seaweed and mussels from the rocks below. Each woman carried a huge yellow gourd, attached to a netted bag, which floated upon the top of the waves as the swimmer plunged into the clear depths below. Forty feet deep they went down, and nothing could be lovelier than to watch their bodies darting through the vivid green of the ocean-gardens. After a few moments with a flash of white arms the divers came to the surface with shells and limp weed in their hands. They swam quickly to where the gourds and nets were floating, rested a moment with their arms about the gourds, then like mermaids plunged again to the caverns beneath. To foreigners who had known only the women of Korea upon the mainland, this was a new experience; for we had never dreamt that they were capable of the skill and self-assertion that these divers show.

What sort of terms were they on with regard to one another?—I should say terms of affection, friendship and respect.

Did you ever see any signs of Mrs. Brownlee bullying the earl?—Oh, dear no; nothing of the sort.

WISHED TO MARRY HER.

What sort of a man was the earl from that point of view?—I should say he was an extremely dangerous man to bully or to coerce in any way.

Did you ever see Mrs. Brownlee try to influence him?—Yes. In March 1921, just before he left for France, I had luncheon with him and Mrs. Brownlee. She complained she had heard rumours that she was keeping the earl apart from his family and making mischief, in fact acting as a sort of goad, putting him under lock and key. Mrs. Brownlee suggested that for his own dignity the earl ought to stop these rumours. But he replied, "I don't care what they say. Let them say what they like." Then Mrs. Brownlee said she thought that as he was going to France and his sisters were in London he ought to call on them and say good-bye. He refused, saying he did not want to see them, and they did not want to see him. Then when Mrs. Brownlee showed a certain amount of temper the earl simply laughed at her.

Referring to the last will, Mr. McLeod said that as soon as he learned the earl wanted to leave the residue of his estate to Mrs. Brownlee he pointed out to him that his daughter and grandchildren had claims upon him.

The earl replied that he had considered the matter, adding that his grandson would come in to about £50,000 a year. As to his daughter, he said he had already settled a sum of money on her, and appointed her £100 a year out of the settled estate.

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THE P. & O. HOUSE-FLAG.

The origin of the P. & O. Company's house-flag is sometimes a subject of enquiry says 'The Blue Peter'. In the second issue of 'The Blue Peter' there was published a short history which recalled the service rendered in 1832 by Messrs. Wilcox & Anderson, the Company's forbears, to the Queen of Portugal. The first association of Messrs. Wilcox & Anderson with Portugal was of earlier date, as their vessels, sail or steam, had for some years previously been regularly plying between Falmouth, Lisbon, Cadiz and Gibraltar. It was from these early connections with the Iberian Peninsula that the house-flag was evolved. The luff or inner side of the Portuguese royal flag was blue; the outer half being white; superimposed in the centre of the flag were the Portuguese royal arms. From this flag were derived the blue and white triangular upper quartiers of the house-flag, the red and yellow of the flag of Spain furnishing, by adoption, the colours which fill the lower triangle. The earliest extant representations of the flag show some divergence from the form in which it is known to-day. In contemporary pictures of the 'Royal Tar' (308 tons, built 1832), 'Jupiter' (630 tons, built 1835), 'Braganza' (638 tons, built 1836) the flag is shown as a pennant, with the yellow quartering at the top, flown by the two earlier vessels at the fore and by the last named at the main.

The picture of the 'Braganza' above alluded to shows the gunports the gun ports on the lower deck, and similar ports opening outwards from the main saloon beneath the poop, and it may be recalled that the earlier contracts for the carriage of mails were made, not with the Post Office, but with the Admiralty. Under the contract of 22 August, 1837, made between the Admiralty and Richard Bourne on behalf of the 'Peninsular & Oriental Steam Packet Company,' it was stipulated that an officer of His Majesty's Navy should be carried on board the mail packets as Agent of the Government. In the contract of 26 August, 1840, it was a condition that the ships by which the service was to be carried on should be constructed "to carry 4 guns of the largest calibre now used in the Navy." It was a part of the Mail Contract of 1 January, 1853, that ships over 1100 tons driven by paddle wheels, were to be fitted for carrying and firing one 10-inch piece at the bow and, as a stern pivot, one 32 pounder, and four 32-pounders as a broadside; while screw-driven ships of 1100 tons and upward were to carry, and did, eight 32 pounders. Late contracts, made with the Post Office, contained no stipulations as to guns, the practice of carrying which in the Eastern mail steamers thus fell into disuse. But the P. & O. steamers continued to carry heavy stands of small arms. In the Red Sea and China Seas ships were for a long time liable to be attacked by pirates, especially in the event of temporary stoppage through accident to their machinery.

With the lengthening of the P. & O. routes and the extension to India, China and Australia of the company's obligations, the connection with Iberian ports, save Gibraltar, came to an end. But in the house-flag a continual reminder survives of the days when the little steamers of the line first began to ply across the Bay carrying mails, passengers or cargo to Portugal and Spain.

GERMAN HOSPITALITY.

The rice merchants of Moulmein have been, says a Rangoon paper, making merry over the windfall that befel them through the buying by a German firm of over thirty thousand tons of rice shipped to Europe. Messrs. Bong Huat and Co. are the local agents of the German firm and their Moulmein partner, Mr. Bong Chwan, has been most hospitable in entertaining his numerous friends at dinner-parties given in the old M.V.A. drill on the Strand. The shed had been converted into a temporary saloon-manger with flags, foliage and dozens of electric bulbs lit from a dynamo seated in a Ford bus and driven by petrol-power. The guests were accommodated at a long table laid out in European style and the viands were prepared and cooked by a Chinese cook who had acquired a knowledge of his art in London. There were altogether ten dinner-parties given consecutively from Thursday night, June 15, until the 23rd instant, the first two and the last one by Messrs. Bong Huat and Co.; the others were either by individual friends or by the members of the Chinese Rice Merchants' Association of Moulmein. At each of the dinner-parties an average of 50 persons were present and helped to entertain the guests of whom there would be an average of fifty each night.

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"Salomun" Mgr. J. C. Chee.

Insurance Agents
The Wai Chong Co.,
180, Queen's Road Central, Agents
for the Venus Life Assurance Co.
General Merchants and Corn. Agent
Tel. No. 1463.

Ladies' Hatter

Justice Ladies' Hatter,
Nathan Road, Kowloon.
Business hours 10 till 6.
Saturdays 16 till 1.

Land & Estate Agents

Fun Yick Cho, Land & Estate agents
Tel. 911-1987.
35, Queen's Road Central.

Leather Goods

Nam Kang Saltcase Co.,
Best makers of Leather, Suitcases,
Hand Bags, Purse, Belts, etc.
13, Pottinger St., 205 Queen's Rd. Ct.
and 39, Miller St.

Plik Ah, Manufacturer of Leatherware,
Suitcases, Handbags & Leather
Garters, 212, Queen's Road, Tel. 1745.

Po Hing, 224 Des Voeux Road. Manu-
facturers of Leather Suitcases, Hand
Bags, Trunks, etc.

Lumber Merchants

Chong Hing Lumber Co.,
Lumber Merchants.
Mr. H. K. Wong, Manager.
72-74 Queen's Rd. Central. Tel. 2137.

Matting

Cheong Lung, Dealer in Mats, Silk
Rice, Sugar, etc., also Rattan and
Twine, 39, Binham Strand, East,
Tel. 712. Mgr. Chung Tso Ting.

Miners

China Commercial Co., Ltd.,
Miners, Importers and Exporters.
54-56 Queen's Road Ct. Tel. 2602.

Hop Yick, Manganese Mining Co.,
Miners. 34, Queen's Road. Tel. 2783.

Oil Merchants

Nam Mow Lung Kee,
China Oil Merchant.
Tel. 1119. 134, Connaught Rd. Ct.

Optician

N. Lazarus, Opticians.
Tel. 293. 12, Queen's Rd. Central

Paper Merchants

The Fuji Trading Co., Ltd.,
Sales Agents, The Fuji Paper Co.,
Ltd. of Tokio, 1A, Chater Road, C.
P. O. Box 540.

Photographers

A. Hing, Photographer.
Enlarging, Developing & Printing
undertaken at Moderate Rates. No.
5A, Queen's Road East. Tel. No.
2342.

Mo Ching, Photographer.
23, Ice House Street,
7, Beacon Hill Arcade (Branch).
Developing & Printing undertaken.

Providers

Yee Hing Tomy & Co., Dealers
Foreign Straw Hats, Topco,
Hair Lotion, Perfum, Fountain Pen,
Writing Pad, Ink, etc.
No. 24, Pottinger Street, Tel. 2016.

Printers

The "China Mail," General Printers,
Publishers and Bookbinders.
6, Wyndham Street. Tel. 12.

Noronha & Company, (Government
Printers), Publishers and Binders.
Tel. 1004. Wyndham Street.

The Union Printing Co., Ltd.,
88 Wellington Street. Bookbinders,
Stationers and makers of Rubber
Stamps, High class work a specialty.
Tel. 376.

Victoria Printing Press, Tel. 1399,
Printers, Publishers, Bookbinders,
Stationers, Rubber Stamp Makers
No. 2 D'Aguilar Street.

Restaurant

On Lok Yuen Co., Ltd., 1st Class
European and Chinese Restaurant.
Li Hong Chang Chop Suey at all hours.
Tel. 1031. 31, 33, 35 & 37 Des Voeux Rd.

Ship Chandlers

Chang Fook, 78 Connaught Rd. Ct.
First floor. Tel. 610.
Shipchandler, Stovedores and
Compradores.

Wang Kee & Co., Shipchandlers,
Compradores, Stovedores & Coal
Mortars, Dallas & Pilot supply.
No. 36 & 37, Connaught Road, Tel.
No. 946.

Shipowners

The Kuen Sang Steamship Co.,
201, Wing Lok Street, West.
Telephone No. 2918.
Shipowners and Agents.
S. S. "Seisan" & "Huan Chio".

Man Wit, S. S. Co., Ltd.,
38, Binham Strand West. Tel. 1710.
Regular Fortnightly Service
Hongkong and Haiphong via Hohow
s.s. "Haifan."

San Poh S. N. C.,
29, Connaught Road Central.
Shipowners & Charterers. Tel. 3215,
Mgr. K. C. Sheng; Secy. Peter Leo
Chui.

Thai Thuan S. S. Co., Ltd.,
147, Wing Lok Street, East. Tel. 93.
s.s. "Daiwent" & "Houboin"
between Hongkong and Saigon.

Shoemakers

Jun Kee, Dealer in Sewing Machines
and Accessories, Boot & Shoe Maker.
7, Pottinger Street.

Tailors

Ah Young, Tailors, Drapers & Out-
fitters, Hat & Clothing, Suits made
to order. No. 74, Queen's Road
Central. Tel. No. 2830.

Sing Cheong

Ladies' and Gentlemen's Tailor.
24, Wyndham Street, 2nd floor.

Typewriter Dealers

Hop Sing & Co., Typewriter Dealers.
Typewriter Cleaning and Repairing.
22, Pottinger Street. Tel. 3219.

Wine & Spirit Merchants

Kwan Tye, General Storekeeper,
Wine & Spirit Merchant.
No. 162, Queen's Road Central.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE (Direct)

"JASON" 14th Aug.
"MENTOR" 21st Aug.
"THESBEUS" 4th Sept.
"RHESUS" 11th Sept.
London, Antwerp & Hamburg

"KLEMUN" 14th Aug. Genoa, Miles, Havre & Liverpool
"NINGCROW" 2nd Sept. Genoa, Marseilles, Liverpool and Glasgow
"HECTOR" 20th Sept. Liverpool and Glasgow

PACIFIC SERVICE (via Suez or Yokohama)

"IXION" 29th Aug. Victoria, Seattle and
"TALTHYBIUS" 10th Sept. Vancouver

NEW YORK SERVICE (via Suez or Panama)

"TELEMACHUS" 15th Aug. via Suez.
"TITAN" 15th Sept. via Suez.

PASSENGER SERVICE

"TEIRESIAS" 17th Aug. for Shanghai & Japan
"MENTOR" 21st Aug. for Singapore & London
"TEIRESIAS" 25th Sept. for Singapore & London

For Freight and Passage Rates and all Information Apply to:
BUTTERFIELD & SWIRE,
(John Swire & Sons Ltd.)
AGENTS.

POST OFFICE NOTICES.

REGISTERED and PARCEL MAILED are closed 15 minutes earlier than the
time given below unless otherwise stated, and where mails are advertised to close
at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the
previous day.

GENERAL HOLIDAY.

The General Post Office will be open on Monday, 7th August, from 9 a.m. to
9 a.m.

There will be one delivery of ordinary and registered correspondence and one
collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

The District Post Offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to
6 p.m., with the exception of Kowloon Office, which will be open from 8 a.m. to
9 a.m. only, and Sheung Wan Office which will be open from 8 a.m. to 9 a.m. and
from 5.30 p.m. to 6 p.m.

There will be one delivery from the District Offices at noon.

INWARD MAILED.